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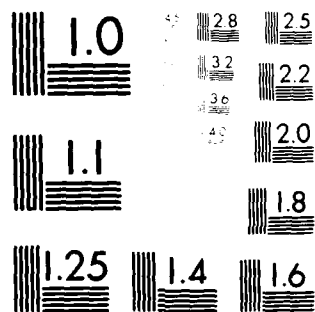
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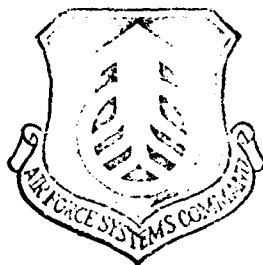


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FOREIGN TECHNOLOGY DIVISION



NEW SOVIET AIRCRAFT



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PREPARED BY:

TRANSLATION DIVISION
FOREIGN TECHNOLOGY DIVISION
WP.AFB, OHIO.

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NEW SOVIET AIRCRAFT

The Soviets seem to be tireless in their design activities: just when a new model aircraft becomes known there is again news of an improved design or the designing of a new and different model aircraft. Just when the outside world was inferring and appraising the temporarily named RAM aircraft, news, information and indistinct facts began to emerge from the silent current which traditionally covers information about new types of Soviet aircraft. We tend to believe the assumption that the Soviets themselves, after abandoning their traditionally closed policy by holding large scale aviation exhibitions such as the Tushino in 1961 or the Domodedovo in 1967, had already resolved to adopt a type of news leak policy so as to reveal to foreigners the course of their development. Part of the reason for doing this was to offset the effects of the anticipated reports of the aerial monitoring and data gathering system by the United States military satellites. Actually, the United States satellite system did verify one fact that people had guessed for some time: the Soviet 60,000/70,000 ton class carrier ship was in the process of being constructed in the shipyards of Nikolayev on the Black Sea and these warships can very possibly be installed with catapults. This fact was deduced from the discovery of a series of

ejectors already being built in land factories and in the future they can very possibly carry out preliminary launch tests using the planes on the aircraft carriers. There is some doubt due to the number of ejectors and their directionals yet the general assumption is that different wind directions occur in the test areas and that this type of layout is helpful in carrying out protracted high speed test activities under different wind direction conditions. At first, people thought that the Soviet aircraft carrier was a type of naval MiG-23 because its structure seemed to be able to adapt to necessary changes; yet the recent appearance of the "Russian F-18" (the RAM-L) has already brought on new conjectures. It has been suggested that the weight of this type of aircraft designed at the Suluoyi (?) Design Bureau (another information source thinks it is the Guliweiqi (?) Design Bureau) is about 11 to 12 tons, the same weight as the F-16 fighter, and that it uses a double engine layout and F-18 aircraft structural components. The change of the aircraft for operations on a carrier will certainly cause an increase in its weight and this will require a 60,000 ton class carrier to be able to carry it. Obviously, the production of this type of aircraft represents very great progress by the Soviets in design as compared to the Forger aircraft used on the "Jifu (?)" carrier. Two conclusions can be drawn from this type of progress:

1. The "Forger" cannot be a very effective aircraft unless

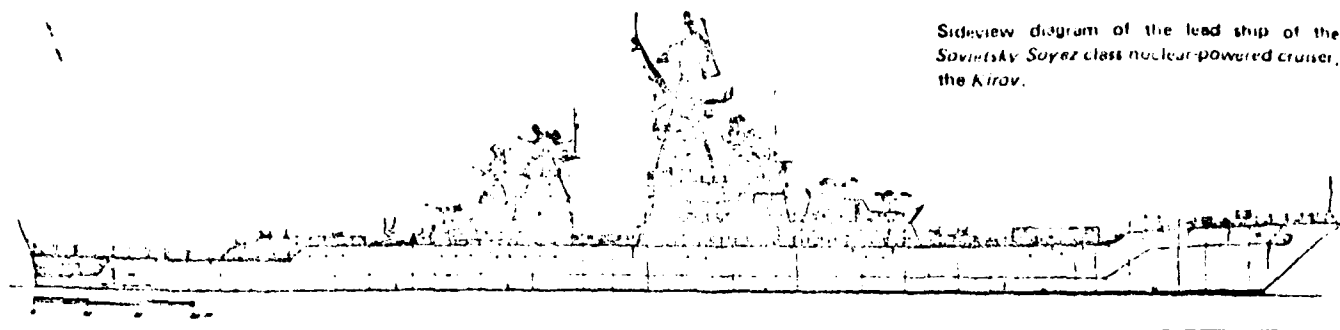
the Soviets have already found a means to eliminate its shortcomings:

2. The RAM-1 has very good supersonic performance, its payload seems to be several times greater than that of the "Forger."

The advancement of this type of aircraft will greatly improve the overall fighting capabilities of the Soviet navy and will force the Western strategic policymakers to comprehensively revise their former appraisal of the global strategic situation.

On the other hand, the West has already been discussing for some time the modified Il-86 Camber transport warning and control system (AWACS). This type of newly modified aircraft will replace the present Tu-126 Moss aircraft. The Tu-126 is already outdated: its frame is actually that of the Tu-114 Cleat civil aviation passenger plane and is a four turbine propeller plane designed during the 1950's. The Il-86 aircraft can possibly be converted into an aerial command post and an analagous conversion in the United States is the conversion of the Boeing 747 planes into E-4B aircraft. This E-4B aircraft can then act as an aerial command post. On the other hand, the Il-86 transport - aerial refueling aircraft will be able to equal the MacDonald - Douglas KC-10 and the flight equipment requirements of the two super-powers seem to becoming more and more similar. The use of the Il-76 Candid transporter for the Tu-22M Backfire is no longer a fantasy and before long this type of aircraft will enter the

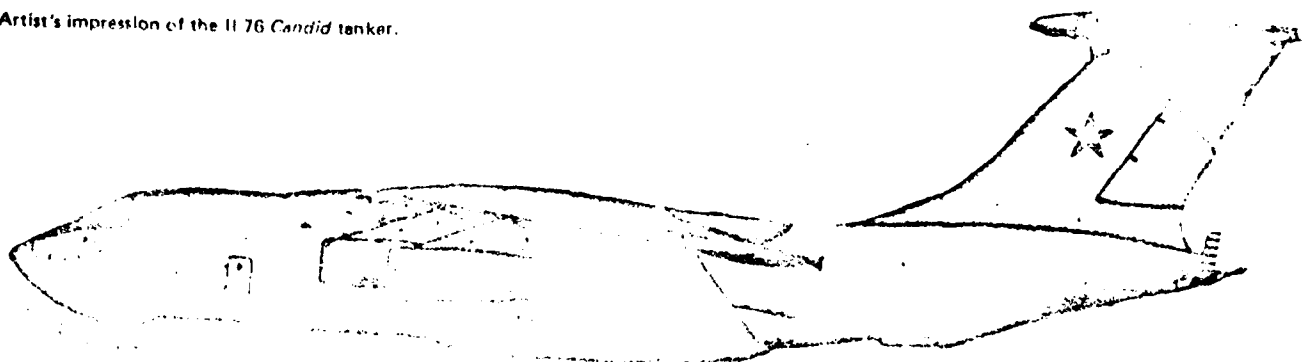
service of the Soviet long-range aviation fighting troops.



Sideview diagram of the lead ship of the
Sovmorskoye class nuclear-powered cruiser,
the *Kirov*.

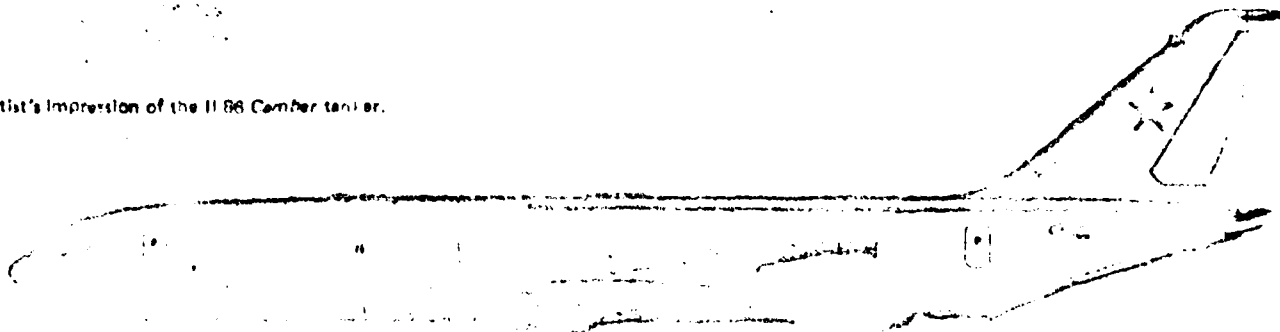
Picture 1

Artist's impression of the Il 76 *Candid* tanker.



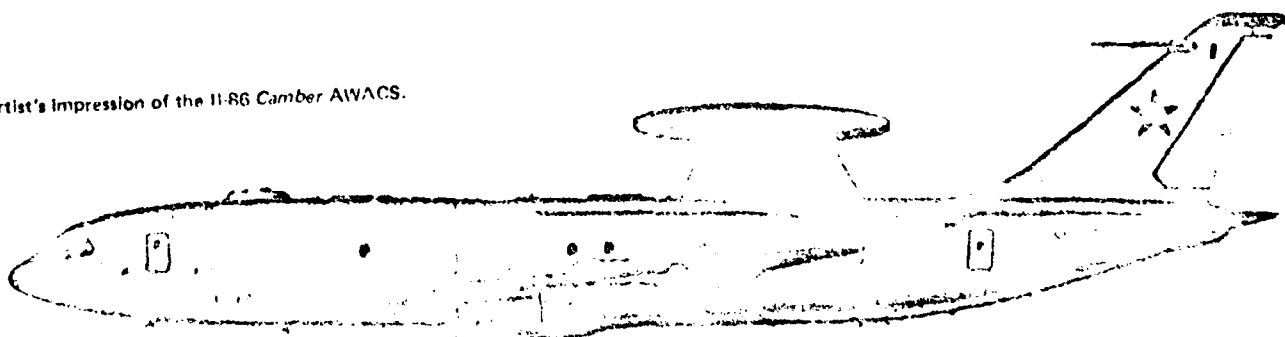
Picture 2

Artist's Impression of the II-86 Camber tanker.



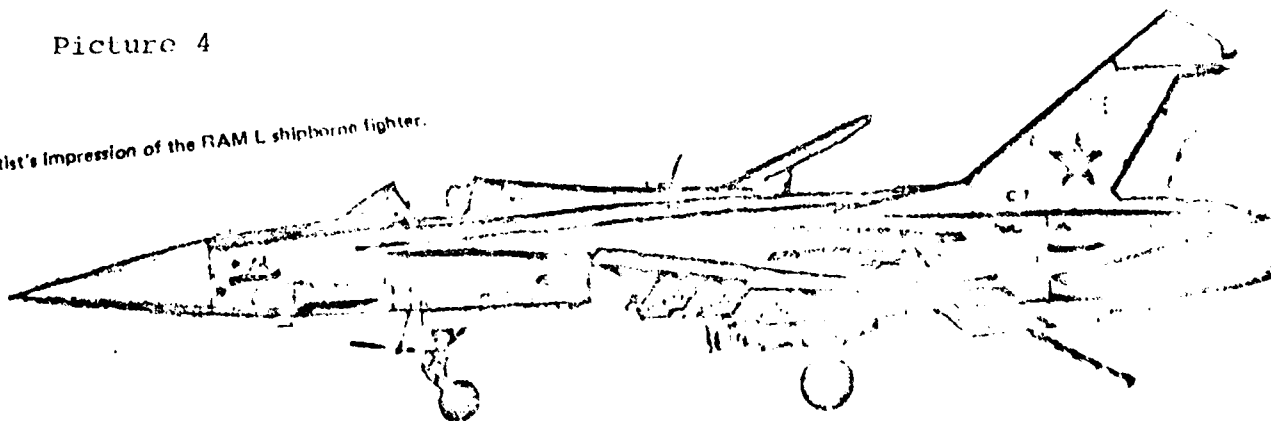
Picture 3

Artist's Impression of the II-86 Camber AWACS.



Picture 4

Artist's Impression of the RAM L shipborne fighter.



Picture 5

Soviet strengthening its Air Muscle. RAM-I, the Russian F-18, has appeared as a carrier-borne aircraft. It is a much more advanced design over the *Falger*, offering excellent supersonic performance and much greater payload.

The AWACS version of the Il-86 *Camber* is to replace the outdated Tu-126 *Moss*. It may be adapted as an airborne command post. A cargo-tanker version of the Il-86 has also been developed. The Il-76 *Candid* will soon enter service for inflight refuelling of the Tu-22M *Backfire*.

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